West Virginia Writers' Project

RESEARCH IDENTIFICATION REPORT

-8-

Subject Pocahontas County History Date May 22, 1941

Research Worker Juanita S. Dilley Date Research Taken May 22

Typist Juanita S. Dilley Date Typed May 22, 1941

Source Pocahontas Times, Feb.8, 1940 Date Filed
by Norman R. Price

Railroad

Editor Calvin W. Prices recent sound off on the radio from New York brings a letter from Mr. Robert Earle of Marion, Kansas, with reminiscences of the building of the Greenbrier Railway in 1899. He was a foreman with the J. J. Strang Company the first contractor who arrived in September, 1899; pitched their camp of nine army tents salvaged from the recent Spanish American war, and began operations a mile below Marlinton at the Kee Place on Still House Run (now Stillwell), running into a lot of rattle snakes and copper-heads the first day in the jungles.

There was a fine outfit of big Missouri mules and draft horses to operate the plows and scrapers. This being before the days of steam shovels, and the crew was mainly colored men recruited for the duration of the job in North Carolina and Virginia, who were held in a sort of benevolent subjection until such time as it pleased the management to let them settle with the quartermaster and return whence they came. Incidentally, the bosses and many of the laborers carried guns.(Note- I have always heard it said that men were often shot, but they were just buried and no questions asked.)

Mr. Earle says that so far as he is aware he is the only one now living of Strangs' foremen and bosses, and he is living in retirement from construction work. All of the others seem to have met with some more or less violent ends.

Strang was killed in a runaway accident in New Jersey;

Nels Engstrom died in a straight jacket in Cleveland; Dan Foley died in Kansas City; Bob Vanstan was last heard of in Pittsburg in 1920; Mike Golden dropped his gun on the floor down in Oklahoma and it went off and killed him. Mike Calvin was killed in the Philippines. These men are remembered by the older inhabitants hereabouts who worked on the building of the railroad.

The editors brother, who was at that time working on the paper, is a witness to the snake killing referred to by Mr. Earle, and dissected out one of the big ones for his museum of natural history." N. K. P.

from---Pocahontas Times, Feb. 8, 1940

by Norman R. Price

West Virginia Writers' Project

RESEARCH IDENTIFICATION REPORT

Subject Pocahontas County History
Chapter 8 section 2c

Date April 14, 1941

Research Worker Juanita S. Dilley

Date Research Taken April 9,10,11,

Typist Juanita S. Dilley

Date Typed April 14,15, 1941

Source

Date Filed

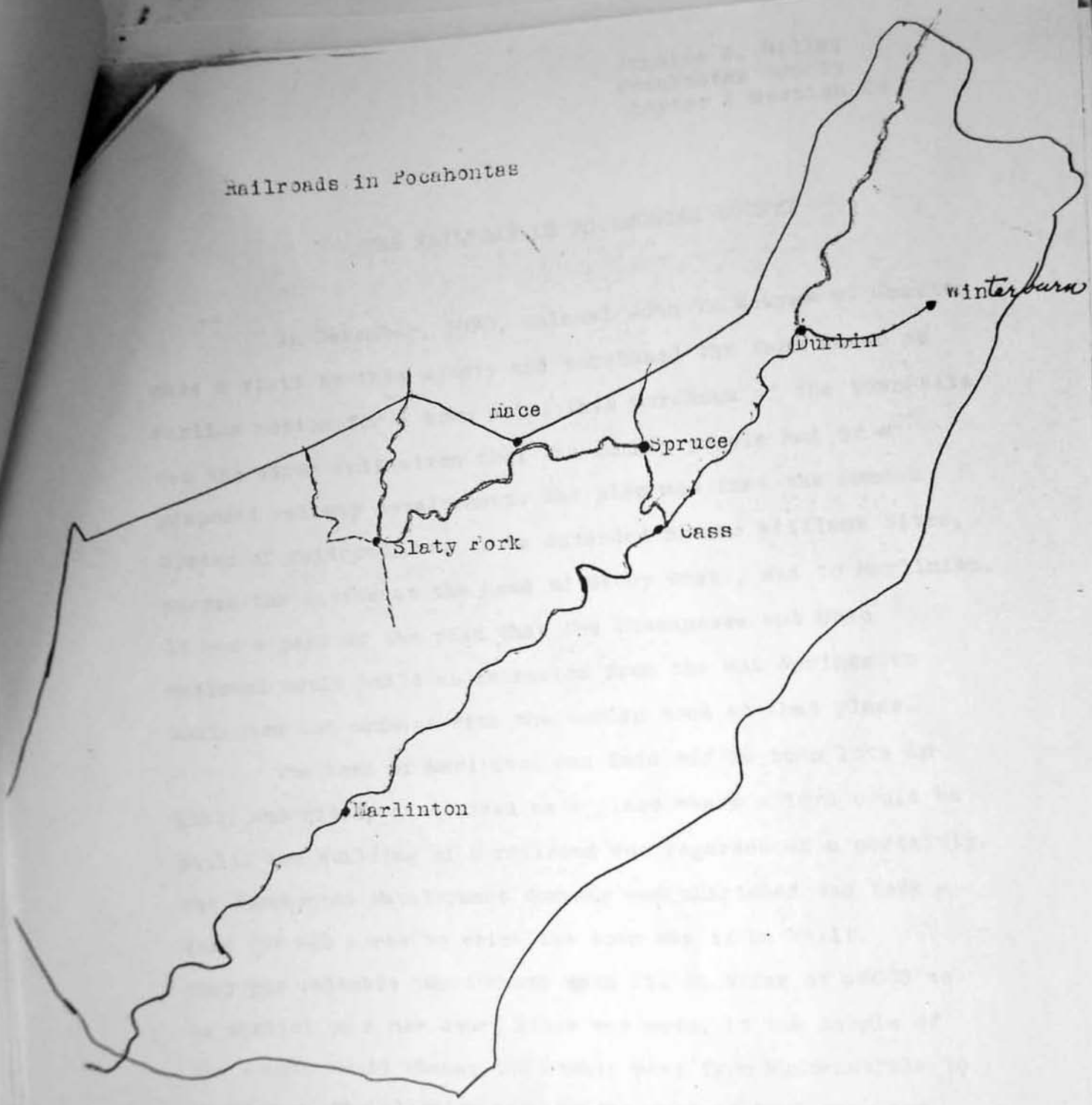
* West Virginia Geological Survey-Pocahontas County

Court Records

Pocahontas Times--1918

Mrs. P. F. Eades, Durbin, W. Va.

** History of Pocahontas--W. T. Price


Railroads in Pocahontas
Winterburn
Durbin
Mace
Spruce
Slaty Fork
Cass
Marlinton
—— Chesapeake and Ohio Railroad
—— Western Maryland Railroad
—— West Virginia Pulp and Paper Co. Railroad

Juanita S. Dilley
Pocahontas County
Chapter 8 section 2c

THE RAILROAD IN POCAHONTAS COUNTY

In December, 1890, Colonel John T. McGraw of Grafton made a visit to this county and purchased the farm known as Marlins Bottom for a town site. This purchase of the town site was the first intimation that the county people had of a proposed railway development. The plan was that the Camden System of railroads was to be extended up the Williams River, across the divide at the head of Stony Creek, and to Marlinton. It was a part of the plan that the Chesapeake and Ohio railroad would build an extension from the Hot Springs to Marlinton and connect with the Camden Road at that place.

The town of Marlinton was laid off in town lots in 1891, and widely advertised as a place where a town could be built. The building of a railroad was regarded as a certainty. The Pocahontas Development Company was chartered and took a deed for 640 acres on which the town was to be built. They put valuable improvments on it. An offer of $5000 to be applied on a new court house was made, if the people of the county would change the county seat from Huntersville to Marlinton. The election held in the fall of 1891 gave the county seat to Marlinton, which at that time had a population of one hundred people.

The railroad was not built at that time because of a money panic which came to the county. Colonel McGraw who had invested largely in lands at Durbin and elsewhere in the county never ceased to try to interest capitalists in this county and to try to develop it with a railroad.

his attention was called to the natural grade for a railroad up Greenbrier River, so he had a survey made from Roncevert to Marlinton at a cost of $10,000. and it was on this location that the railroad was afterwards built.

The Greenbrier Division of the Chesapeake and Ohio Railway was begun in 1899. It is a branch of the main line at Whitcomb, Greenbrier County, and extends northward across this county into Pocahontas county, following the Greenbrier River to its northern termination at Winterburn Station(Thornwood P. O.) At Durbin it connects with the Western Maryland Railway. It was completed to Marlinton in 1900. The arrival of the first train to that place in that same year was made a public ceremony. Some thousands gathered here and barbecued beef and had a celebration. That night when they returned to Roncevert, they told that when the train got to Marlinton that the great crowd gathered around the locomotive and that when the engineer requested them to give him room to turn around they cleard a space of some acres. This of course was only a localized anecdote.

" The track was completed to Cass in 1901, to Durbin in 1902, and to Winterburn in 1905. The completion of this railroad marked a new era in the prosperity of Pocahontas county, and has continued to be one of the most valuable assets in the county.

In reply to an inquiry regarding its construction, first operation, and track milage, the late G. B. Wall, Vice-President, supplied the following summary:

"The consruction of the branch began in June,1899, and was completed in June, 1906. The date of the first operation of trains over the Greenbrier Branch in Pocahontas county was in 1900. The milage of this branch in Pocahontas county, W. Va. is, main line, 65.5 miles, with 12.73 miles of sidings."

In 1905 from a report by the Secretary of State on the assessed valuation of railroad property in West Virginia the Greenbrier Branch of the C. and O. Railroad in Pocahontas county was given as follows: Pocahontas county- 62.95 miles main line at a value of $3,630. per mile, making a total value of main line of $228,508.50. Length of siding-- 9.37 miles at a value of $1,650. per mile. Total of sidings $15,460.50.
Total value of tools and machinery,$440.00
Value of buildings and real estate $4,620.00
Telegraph Line-- 64 miles at a total value of $2,240.00
Grand total of all taxable property--$320,514.00

In five years, 1900 to 1905, Pocahontas County changed from being one of the few counties in the state without a railroad to the county having the greatest railroad milage in the state. The county began to develop at once. From 1900 to 1910 Pocahontas had an increase in population of 72% which was largely due to the construction of the railroad. Lumber towns sprang up all along the route and booming days for the county began. Marlinton changed from a town of 171 people to one with 1,645 by 1910 and to 1,117 in 1920. The Greenbrier Tannery of the Union Tanning Company of New York was built at Marlinton in 1901, and employed around 150 men. The Pocahontas Tannery at Frank was built soon after the completion of the railroad to that place. The farmers now had a way to get their cattle, sheep, poultry and other farm products to market without driving the overland to another state. It was no longer necessary to go to Hillboro and other railroad centers out of the county and haul in goods by wagon train. Since there were four passenger trains per day up and down the Greenbrier River much of the travel to and from Marlinton the county seat and other points on the railroad was by train until the coming of the automobile and good roads made it more convenient to travel by automobile.

At the present there is the one passenger, train up from Koncevert in the forenoon and back down in the afternoon. It has a gasoline engine instead of steam. The freight goes up one day and back down the next.

The stations and postoffices are as follows:

Entering Pocahontas on Droop Mountain 34.8 miles from Koncebert, the first stop is

Beard---------- 41.3 miles from Koncevert

Seebert---------- 48.6 " " "

Watoga--------- 50.9 miles from Moncevert

Buckeye-------- 55.0 " " "

Marlinton------ 58.9 " " "

Clover Lick-----73.9 " " "

Sitlington------79.7 " " "

Cass------------ 83.5 " " "

Hosterman------ 90.9 " " "

Boyer (Nottingham P.O.)

Durbin----------98.4 " " "

Bartow---------- 100.9 " " "

Winterburn(Thornwood P. O.) 103.7 miles from Moncevert

Other post offices in the county but situated on star or rural free delivery routes are:

Boyer,	Burr,	Edray,	Frost,
Green Bank,	Hillsboro,	Jacox,	Huntersville,
Linwood,	Lobelia,	Mace,	Mill Point,
Onoto,	Slaty Fork,	Spice,	Minnehaha Springs,
Woodrow.			

Railroads

Western Maryland Railroad--Spruce Branch

This branch of the railroad was built by the Greenbrier, Cheat and Elk Railroad Company in 1911. Their Certificate of Incorporation as found in Deed Book 46 page 288 is as follows. " September 27, 1910. The railroad which this corporation proposes to build will commence at or near Bemis in Randolph ~~in~~ County on the Shavers Fork of Cheat River thence by the most practicable route by way of the Valley of Shavers Fork of Cheat River into Pocahontas County to the waters of Big Spring Branch of Elk River and by way of the valley of Elk to some point near Webster Springs in Webster County; with a branch up the Old Field Fork of Elk River to some point on the Marlinton and Camden Railroad in Pocahontas; with a branch line from that point at or near the mouth of Slaty Fork and up Slaty Fork Creek to a point on the C and O Railroad at Clover Lick; and with a branch line from some point at or near the mouth of Valley Fork of Elk River in Randolph county. The principal business office to be at Cass.

The capital stock was $50,000 divided into shares of $100. each. The shareholders were:

S.E. Slaymaker-------New York City--------- 10 shares
Henry L. Conlit----- " --------- 10 shares
John W. Luke------ -New York City---------- 10 shares
George H. Perkins-- New York City--------- -10 shares
George S. Nelson----New York City-----------10 shares

WESTERN MARYLAND RAILROAD in POCAHONTAS

Durbin Branch

* " The Durbin Branch of the Western Maryland Railway extends from Elkins in Randolph County, to Durbin and there connects with the Chesapeake and Ohio Railroad-Greenbrier Division According to J. W. Broome, Superintendent, this branch was completed by the Coal and Iron Railway Company on August 1, 1903, and was purchased by the present owners on November 1, 1905. In Pocahontas County there are 17.62 miles of main track with 2.01 miles of sidings."

Spruce Branch

* " During 1928 the Western Maryland Railway Company purchased that portion of the Greenbrier, Cheat and Elk Railroad beginning at Cheat Junction in Randolph County, and extending south along Shavers Fork to Spruce, where it turns west, crossing through the mountains passes between the head-waters of Tygart, Cheat and Elk Rivers, and then down Big Spring fork of Elk River to the village of Slaty Fork. From this point it extends northwestward down main Elk River, and passes into Randolph County at the mouth of Douglas Fork. This railroad is entirely of standard gauge, the principal function of which in previous years was a log carrier for the West Virginia Pulp and Paper Company. This railroad will provide a general freight and passenger service in this territory, which also includes extensive coal deposits of eastern Webster, southern Randolph and Northwestern Pocahontas Counties." From--W. Va. Geological Survey- Paul Price-1929

[illegible] have been saved by many of the pan

Durbin Branch

When the Coal and Iron Railroad reached what is now West Durbin and the Chesapeake and Ohio what is now Durbin, both had their surveys through what is called the Narrows just above Durbin. Both roads were anxious to lay steel through the gap, but the C. and O rushed a crew in one Saturday night in October 1902. Sunday saw intense activities and when evening came a flat car loaded with ties stood at the end of the steel. That is where the switch is located going into the Pocahontas Tanning Company siding at Frank, so the C and O got ahead of the Coal and Iron. They later extended their line to Winterburn. Both companies had been anxious to build into this section so as to open up the vast timber sections.

The Durbin branch of the Western Maryland Railroad of 17.62 miles extending from Durbin to the divide into Randolph County extended through one of the richest timber sections of the county. Lumber Companies came into this section as soon as the railroad was completed and the lumber towns of Wildell, Gertrude, May. Braucher, Madeline, Olive and Burner sprang up and flourished for about fifteen years. The land rose in value until it was worth something like $5,000,000 for the timber alone, and now that the timber has been cut it is held at something like $5.00 an acre for grazing. The Coal and Iron, what a vision of wealth and prosperity that name once conjured. But now the land has been stripped of its timber and the region now looks stern and wild and naked. At least seven post offices were allowed to lapse (Hell of Them) and all of the churches were discontinued, and only one school, the Wildell school, was retained. Most of the land is now a part of the Monongahela National forest.

1671

No.: 1675

Source: W. Va. Collection
W. Va. U. Library

Original in the possession of: source Society

Print located in: albums file

Date: August 7, 1946

Subject:

Mowen Lumber Co.

Log loader & log cars in woods

1675

No. : 1778 Source : Bert Waugh

Original in the possession of : source Society

Print located in : albums file

Date :

Subject :

Log cars, location & company unkno

~~Allowed~~

WVP&P

1778

No. : 1867 Source : Westvaco

Original in the possession of : source Society (Corp.

Print located in : albums file

Date :

Subject :

Log landing, loader, & log train

No. : 1875 Source : Westvaco

Original in the possession of : source Society (Copy

Print located in : albums file

Date :

Subject :

Log camps, landing, loader, & flat cars

No.: 2039 Source: W. Va. U. Library

Original in the possession of : source (Society)

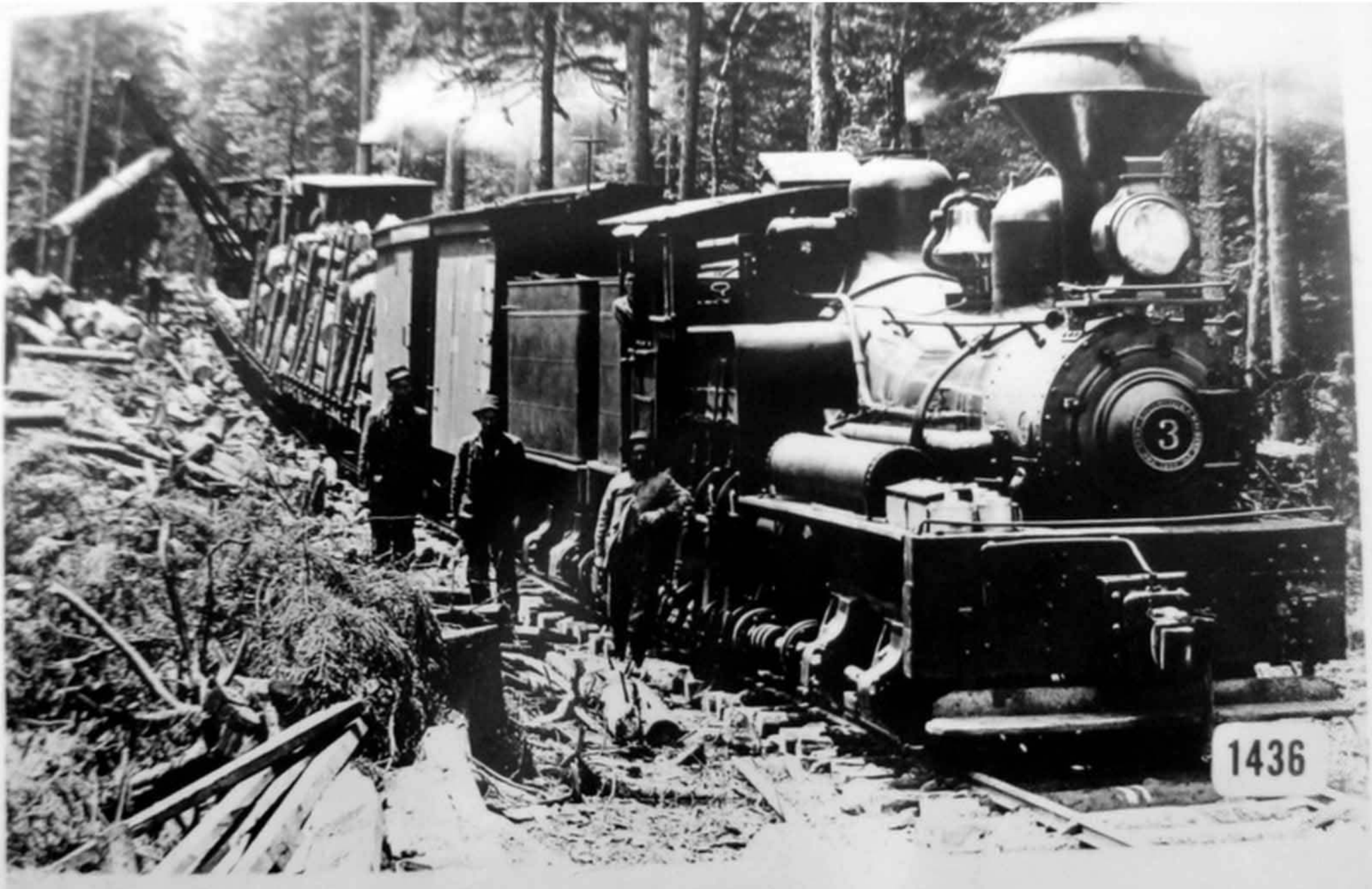
Print located in : (albums) file

Date : November 10, 1945

Subject :

Mower Lumber Company

Shay #4 & loader in the woods


3
1436

No. : 1457 Source : Mrs Amos Lytton

Original in the possession of : (source) Society

Print located in : albums (file)

Date :

Subject :

W. Va. Pulp & Paper Co Shay No. 12

1457

No. : 1553 Source : Kyle Neighbors

Original in the possession of : (source) Society

Print located in : (albums) file

Date : c. 1918-1919

Subject :

West Virginia Pulp and Paper Company
Shay #8 at Spruce coal dock

L-R: Robert Dean, engineer, ?, ?,
Griffin, ?

8
1553

No. : 1555 Source : Kyle Neighbors

Original in the possession of : (source) Society

Print located in : (albums) file

Date : 1920

Subject :

West Virginia Pulp and Paper Compa

Shay #10 at Slaty Fork tank

Second from left: Pat Bradley

155

No. : 1663

Source : W. Va. University

Original in the possession of :

source Society (copy)

Date : 8/7/1946

Subject :

Thower Lumber Company, camp buildings and loaded log cars

1663

No.: 1665

Source: W. Va. Collection
W. Va. U. Library

Original in the possession of: (source) Society

Print located in: (albums) file

Date: August 7, 1946

Subject:

Mower Lumber Co
Skay in woods on new track

1665

No.: 1666

Source: W. Va. Collection
W. Va. U. Library

Original in the possession of: (source) Society

Print located in: (albums) file

Date: November 10, 1945

Subject:

Mower Lumber Co.

Shay No. 4 & loader at a log dump

1666

No. : 1670

Source : W. Va. Collection
W. Va. U. Library

Original in the possession of : (source) Society

Print located in : (albums) file

Date : August 7, 1946

Subject :

Mower Lumber Co

View along new track in the woods

1670

No.: 1671

Source: W. Va. Collection
W. Va. U. Library

Original in the possession of: source Society

Print located in: albums file

Date: August 7, 1946

Subject:

Mower Lumber Co

View in woods of a new log landing

No. : 931

Source : Kyle Neighbors

Original in the possession of : (source) Society

Print located in : (albums) file

Date :

Subject :

W. Va. Pulp & Paper Co Shays No. 1, 2, &
at Spruce Shop

931

No. : 932 Source : Kyle Neighbors

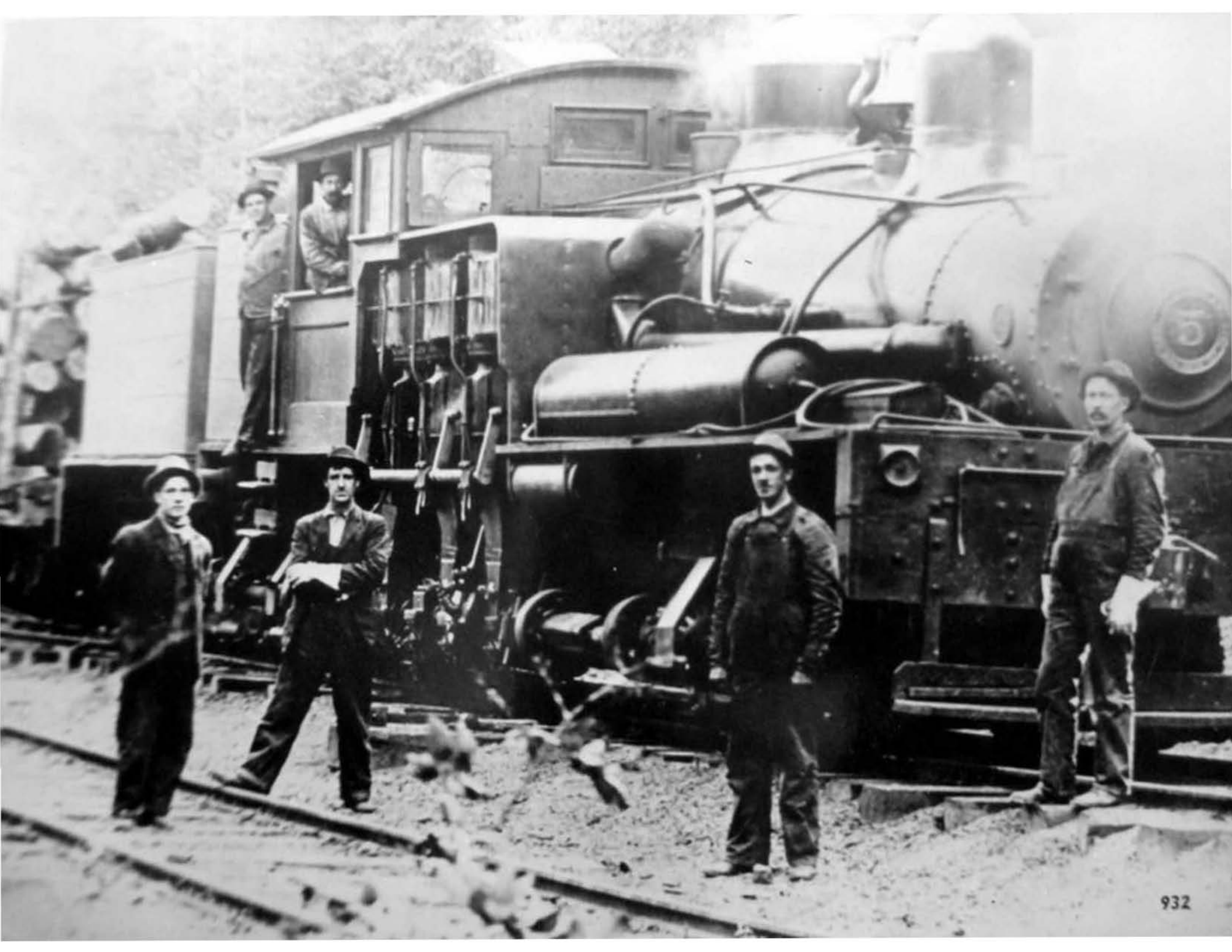
Original in the possession of : (source) Society

Print located in : (albums) file

Date :

Subject :

W. Va. Pulp & Paper Co Shay No. 5


932

No.: 933 Source: Kyle Neighbors

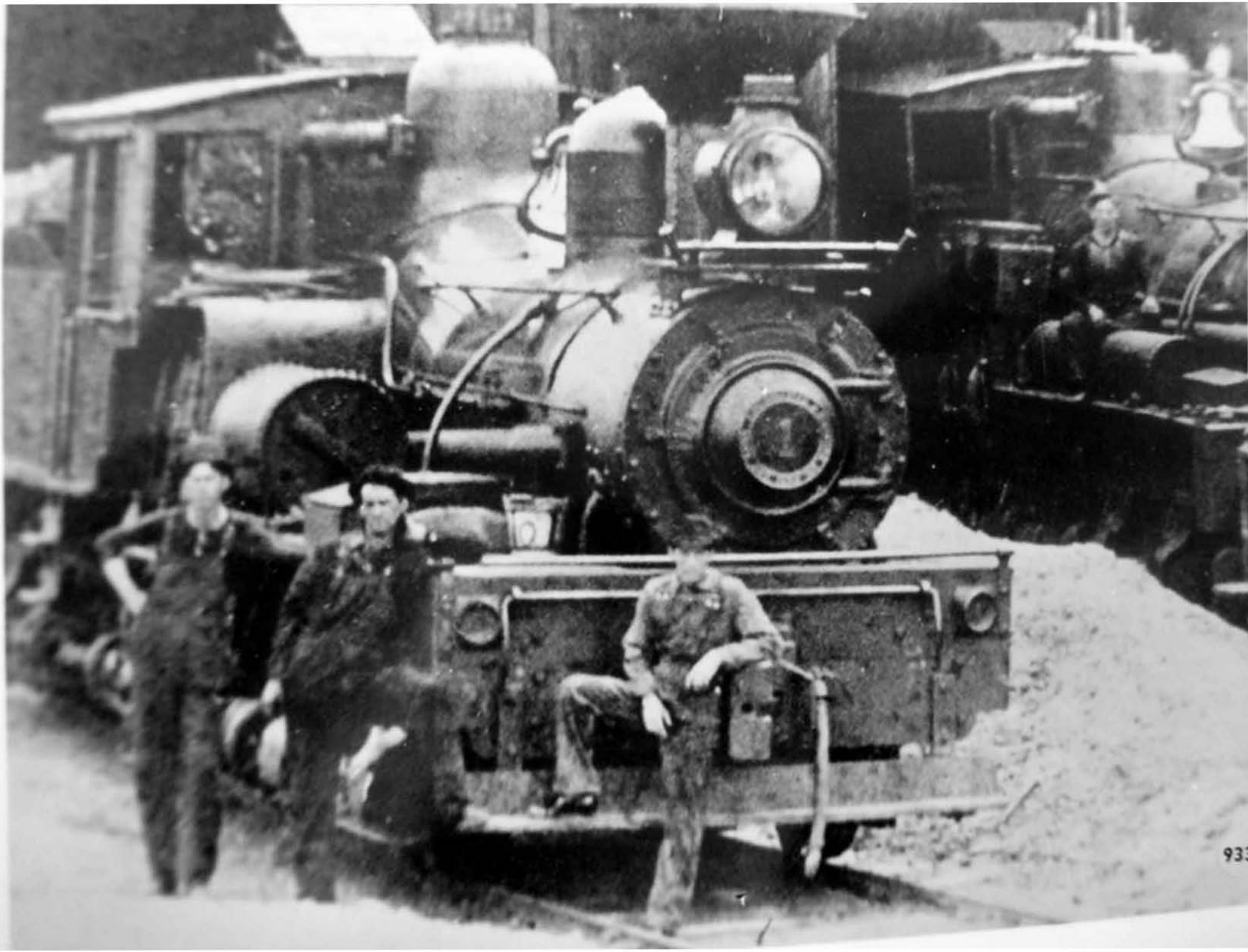
Original in the possession of: (source) Society

Print located in: (albums) file

Date:

Subject:

W. Va. Pulp & Paper Co Shay No. 1 (Fi
at Spruce shop
This photo is a portion of No. 931



No. : 982 Source : Jack Ryder

Original in the possession of : (source) Society

Print located in : (albums) file

Date :

Subject :

W. Va. Pulp & Paper Co Shay No 5

Photo taken at Spruce coaling dock

5

No. : 983 Source : Jack Ryder

Original in the possession of : source Society

Print located in : albums file

Date : About 1913

Subject :

W. Va. Pulp & Paper Co Shay No. 10

Left-right: Bobby Dean, engineer, Joe Victor, fireman, Ward Blaningham, conductor, ?

10

No. : 1071

Source : Austin Sharp

Original in the possession of : source Society

Print located in : albums file

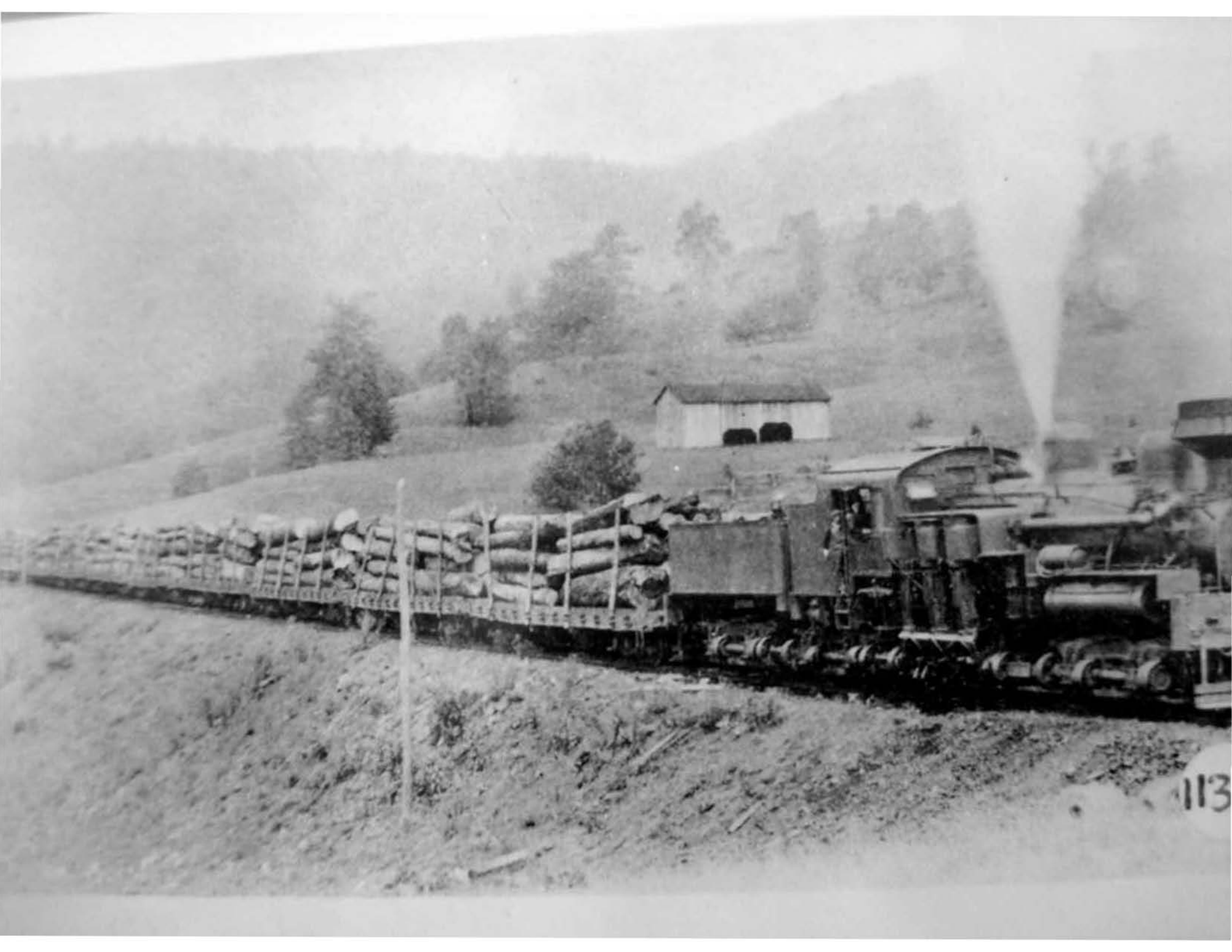
Date :

Subject :

W. Va. Pulp and Paper Co Shay No 2

near camp 17

107


113

No.: 1428 Source: Kyle Neighbors

Original in the possession of : source Society

Print located in : albums file

Date :

Subject :

West Virginia Pulp & Paper Co Shay No 7

1428

No.: 1436 Source: D. Earl Guard

Original in the possession of : (source) Society

Print located in : (albums) file

Date :

Subject :

West Virginia Pulp & Paper Co Shay
No 3 with log train

No.: 928 Source: Kyle Neighbors

Original in the possession of : source Society

Print located in : albums file

Date :

Subject :

W. Va. Pulp & Paper Co Shay No. 14

2 file cards

928

No. : 929

Source : Kyle Neighbors

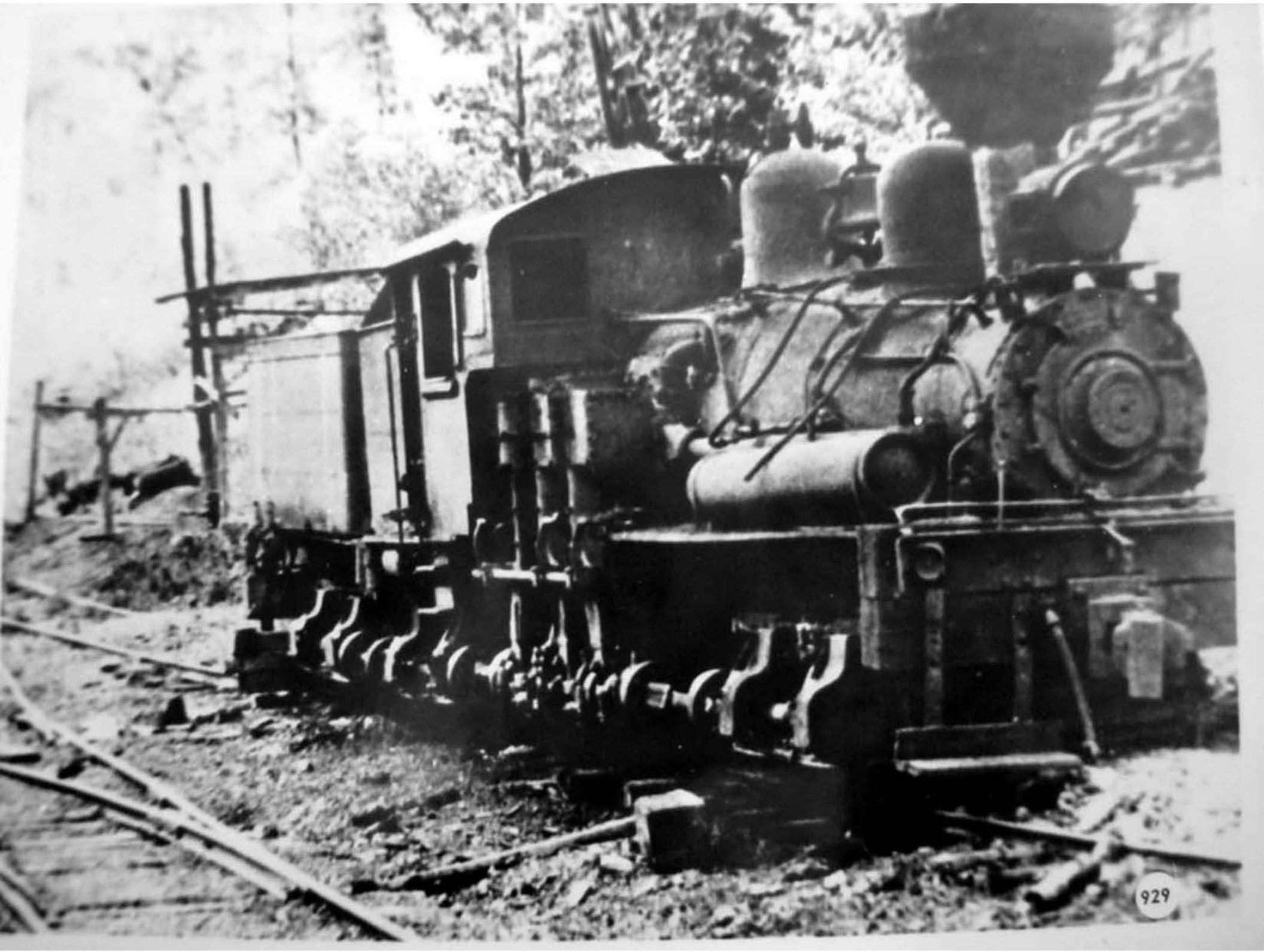
Original in the possession of : (source) Society

Print located in : (albums) file

Date :

Subject :

W. Va. Pulp & Paper Co Shay No. 6


929

No. : 930 Source : Kyle Neighbors

Original in the possession of : (source) Society

Print located in : (albums) file

Date :

Subject :

W. Va. Pulp & Paper Co Shay No. 3

No.: 1675

Source: W. Va. Collection
W. Va. U. Library

Original in the possession of: source Society

Print located in: albums file

Date: August 7, 1946

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Mowen Lumber Co.

Log loader & log cars in woods

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No. : 1778 Source : Bert Waugh

Original in the possession of : source Society

Print located in : albums file

Date :

Subject :

Log cars, location & company unkno

~~Allowed~~

WVP&P

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No. : 1867 Source : Westvaco

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Subject :

Log landing, loader, & log train

No. : 1875 Source : Westvaco

Original in the possession of : source Society (Copy

Print located in : albums file

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Log camps, landing, loader, & flat cars

No.: 2039 Source: W. Va. U. Library

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Print located in : (albums) file

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Shay #4 & loader in the woods

No. : 1457 Source : Mrs Amos Lytton

Original in the possession of : (source) Society

Print located in : albums (file)

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No. : 1553 Source : Kyle Neighbors

Original in the possession of : (source) Society

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No.: 1665

Source: W. Va. Collection
W. Va. U. Library

Original in the possession of: (source) Society

Print located in: (albums) file

Date: August 7, 1946

Subject:

Mower Lumber Co
Skay in woods on new track

1665

No.: 1666

Source: W. Va. Collection
W. Va. U. Library

Original in the possession of: (source) Society

Print located in: (albums) file

Date: November 10, 1945

Subject:

Mower Lumber Co.

Shay No. 4 & loader at a log dump

1666

No. : 1670

Source : W. Va. Collection
W. Va. U. Library

Original in the possession of : (source) Society

Print located in : (albums) file

Date : August 7, 1946

Subject :

Mower Lumber Co

View along new track in the woods

1670

No.: 1671

Source: W. Va. Collection
W. Va. U. Library

Original in the possession of: source Society

Print located in: albums file

Date: August 7, 1946

Subject:

Mower Lumber Co

View in woods of a new log landing

1671

931

No. : 932 Source : Kyle Neighbors

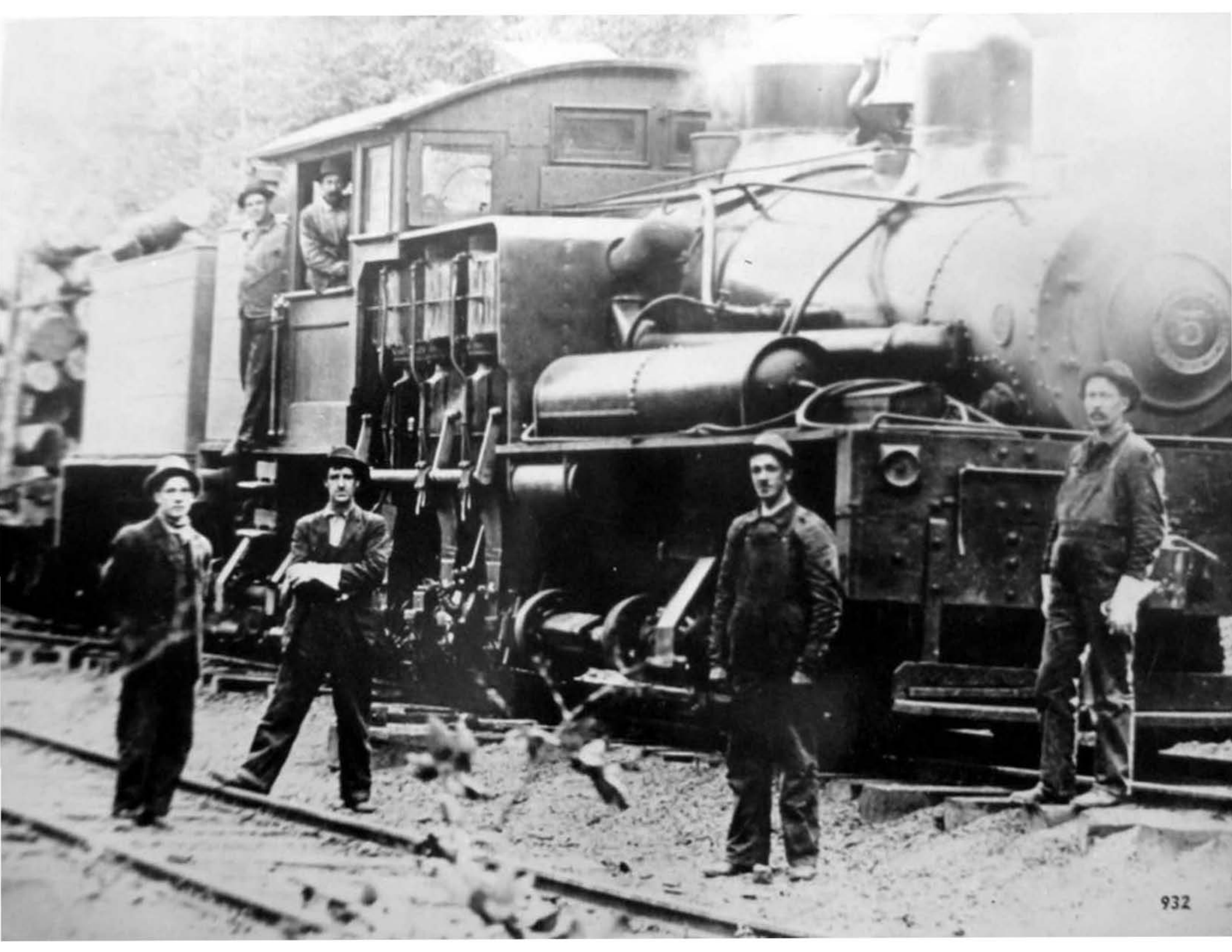
Original in the possession of : (source) Society

Print located in : (albums) file

Date :

Subject :

W. Va. Pulp & Paper Co Shay No. 5


932

No.: 933 Source: Kyle Neighbors

Original in the possession of: (source) Society

Print located in: (albums) file

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W. Va. Pulp & Paper Co Shay No. 1 (Fi
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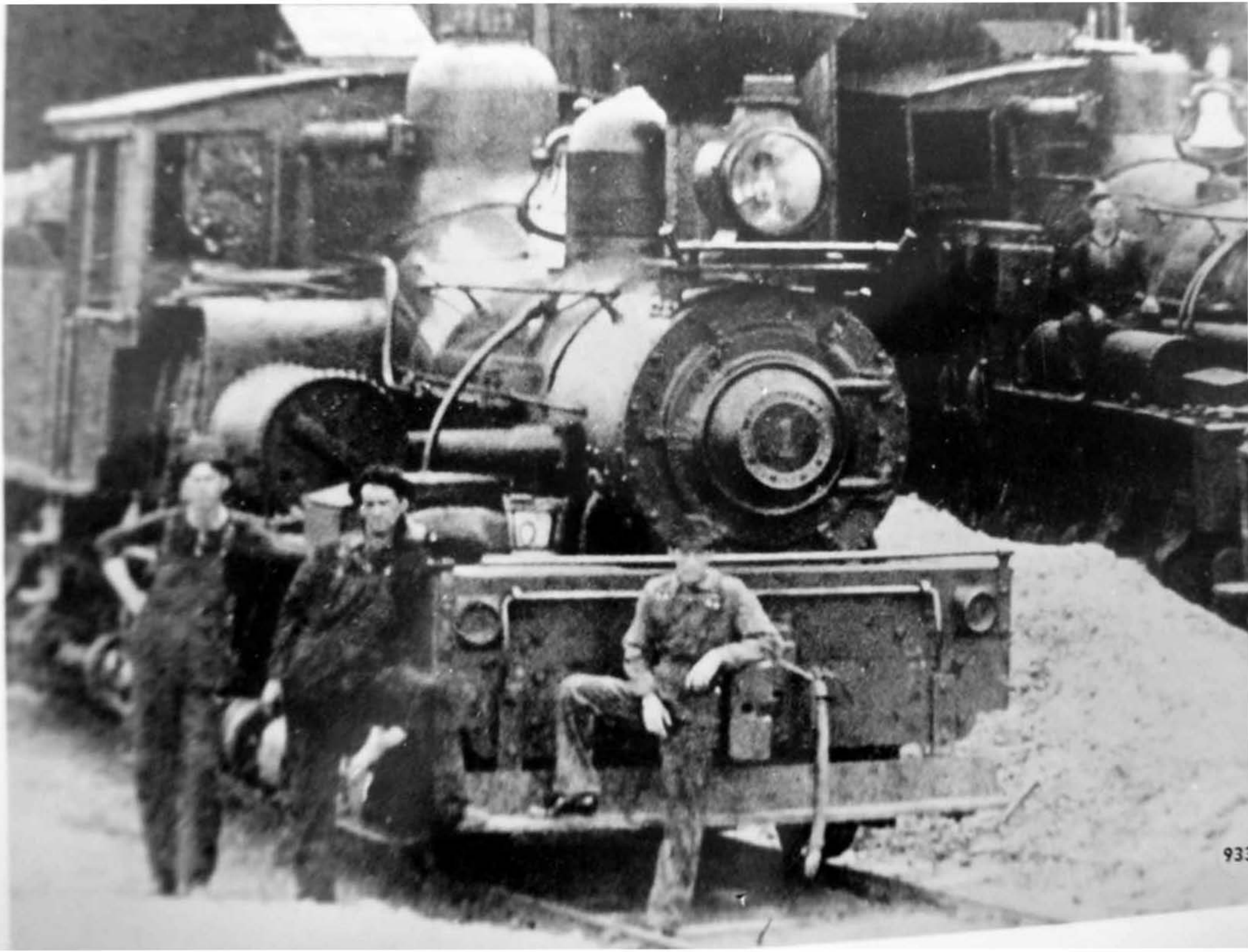
This photo is a portion of No. 931



No. : 982 Source : Jack Ryder

Original in the possession of : (source) Society

Print located in : (albums) file

Date :

Subject :

W. Va. Pulp & Paper Co Shay No 5

Photo taken at Spruce coaling dock

5

No. : 983 Source : Jack Ryder

Original in the possession of : source Society

Print located in : albums file

Date : About 1913

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Left-right: Bobby Dean, engineer, Joe Victor, fireman, Ward Blaningham, conductor, ?

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No. : 1071

Source : Austin Sharp

Original in the possession of : source Society

Print located in : albums file

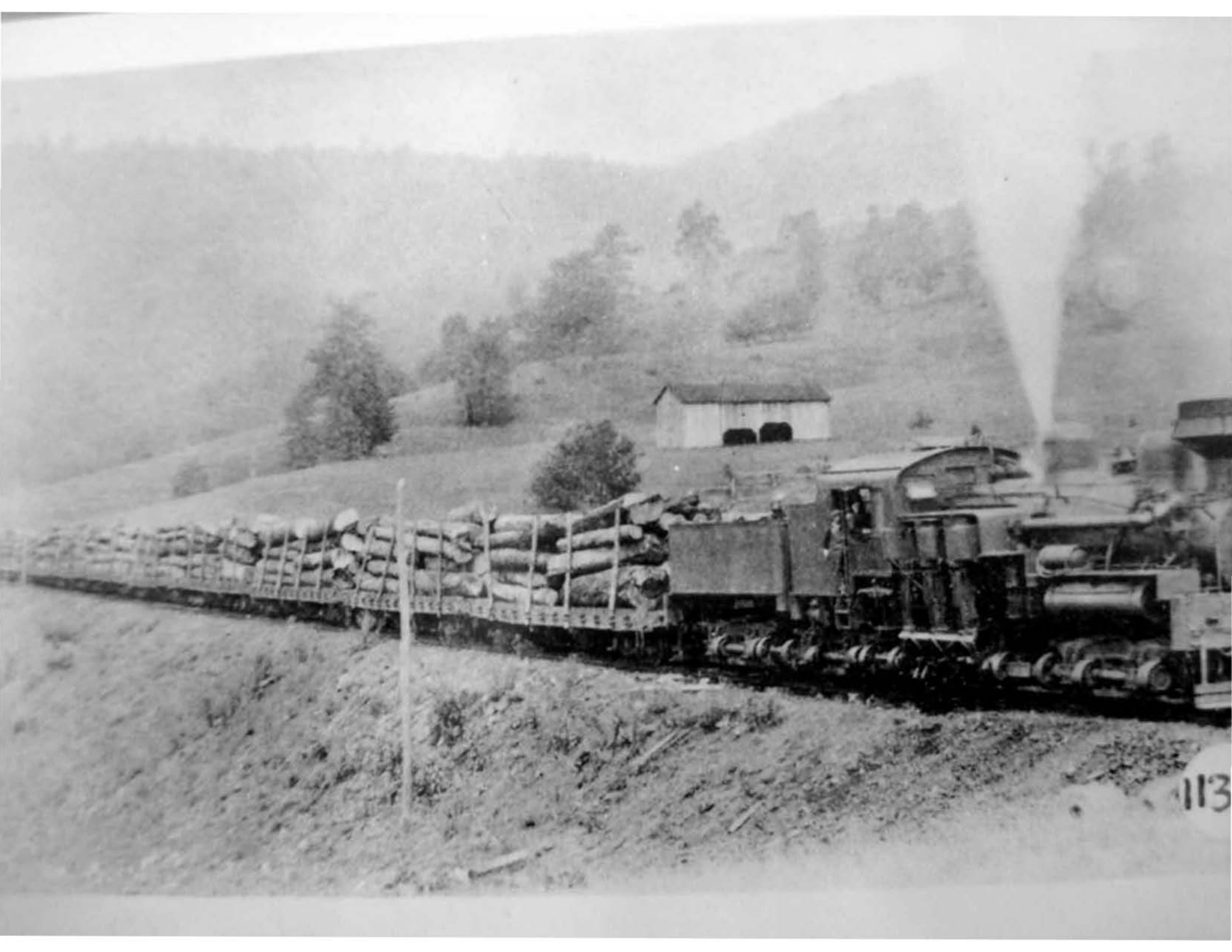
Date :

Subject :

W. Va. Pulp and Paper Co Shay No 2

near camp 17

107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No.: 1428 Source: Kyle Neighbors

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West Virginia Pulp & Paper Co Shay No 7

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No.: 1436 Source: D. Earl Guard

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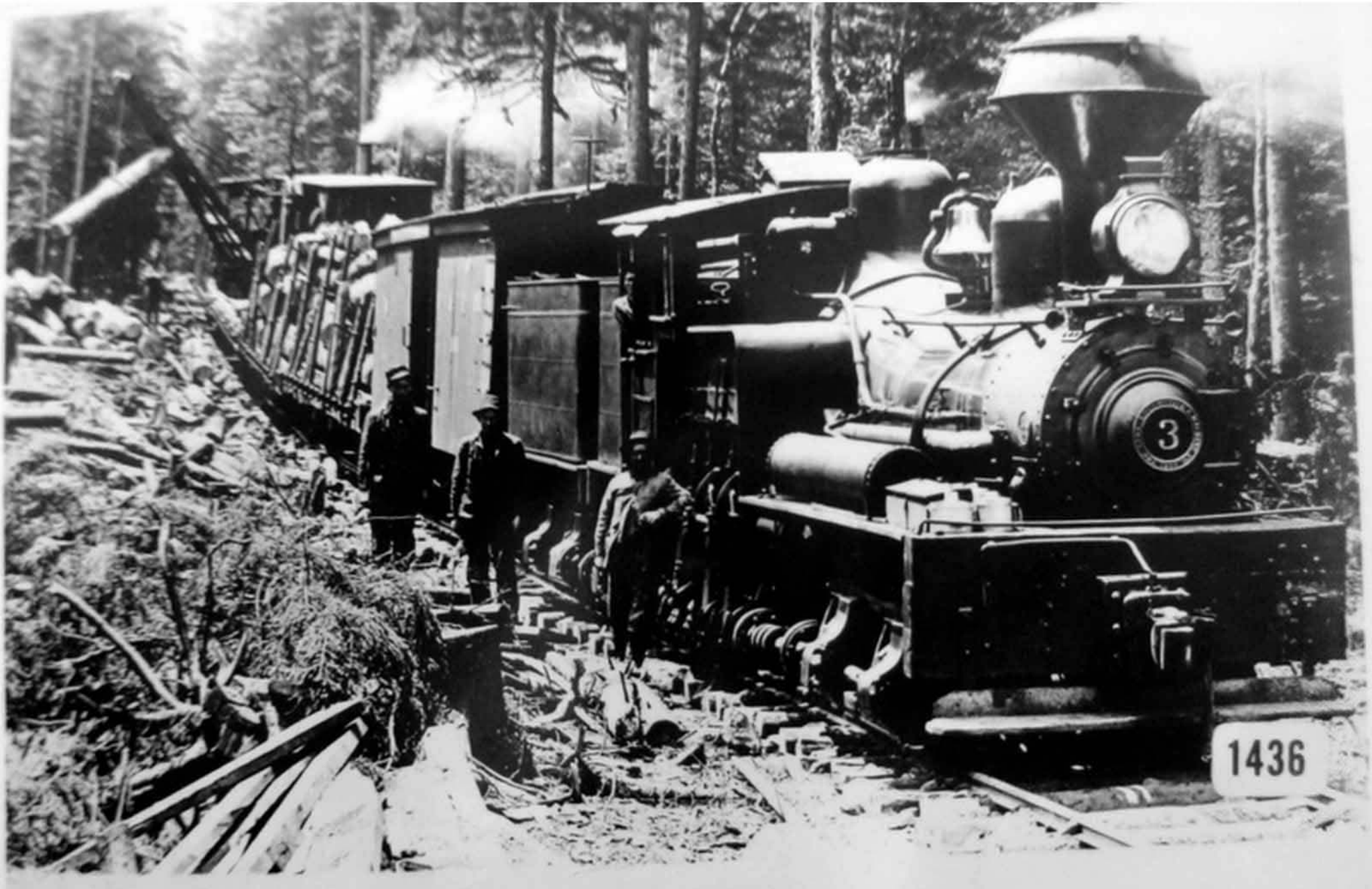
No 3 with log train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Original in the possession of : (source) Society

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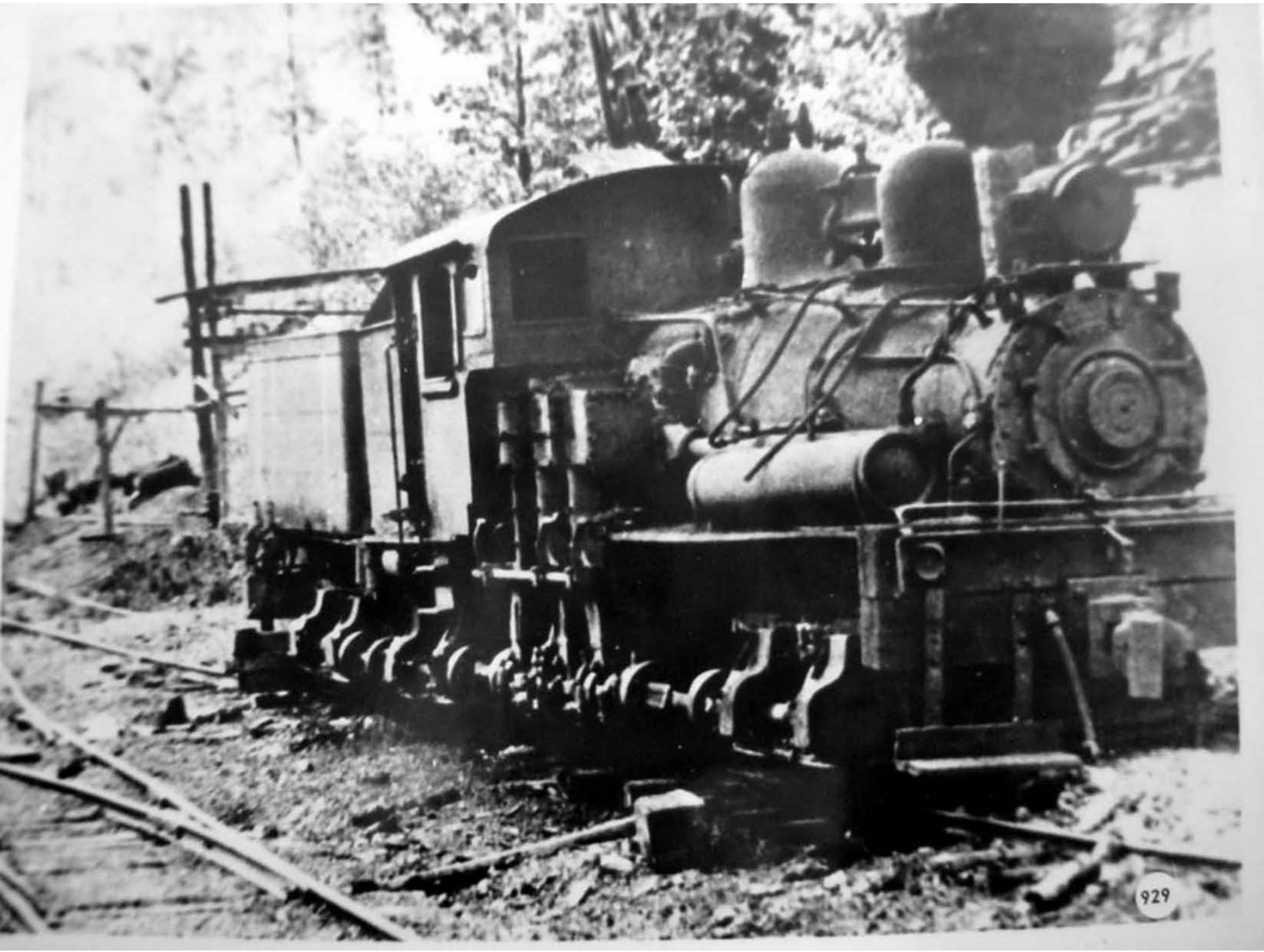
Date :

Subject :

W. Va. Pulp & Paper Co Shay No. 6


929

No. : 930 Source : Kyle Neighbors

Original in the possession of : (source) Society

Print located in : (albums) file

Date :

Subject :

W. Va. Pulp & Paper Co Shay No. 3

No. : 931

Source : Kyle Neighbors

Original in the possession of : (source) Society

Print located in : (albums) file

Date :

Subject :

W. Va. Pulp & Paper Co Shays No. 1, 2, &
at Spruce Shop

Kentucky

West Virginia Writers' Project

RESEARCH IDENTIFICATION REPORT

Subject Commerce And Industry.

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Source A.W McNeill Buckeye,W.Va.
Addie B Graham. " "
J.O Morrison.Marlinton."
Rella F Yeager.Hillsboro."

Date Filed

COMMERCE AND INDUSTRY.SAMUEL G SMITH HILLSBORO.W.VA.POCAHONTAS CO.

Pocahontas County has several chain and company stores,the West Virginia Pulp And Paper Company at Cass,have a large general store that was established about 1900,Durbin Mercantile at Durbin and Bartow Supply at Bartow all company stores.At Marlinton you find an A.& P store and one owned by C.J Casdorf of Ronceverte who has a chain of stores besides the one in Marlinton they have one at Hillsboro competing with home owned stores owned by R.D Moore proprietor of Hillsboro Cut Price Store,formerly owned by M.L Isbell.And another general store owned by W.T Walker,these stores all handle country produce,that represents the surplus of what the farmers produce in Pocahontas County.

Hillsboro has one hotel operated by R.W Rogers which has a splendid trade as many motorists prefer a small town to the larger one on account of noise,J.W Siple and W.C McClune operated hotels in Hillsboro until a few years back when Siples was destroyed by fire and McClunes closed due to advanced age and sickness in the family.

At Durbin you find Hotel Wilmoth,at Marlinton, Hotel Marlin, Sewel Statons Hotel,Clarks Home Hotel,Grimes Hotel that was formerly known as Staiger Hotel.Pocahontas County has many tourist homes at Hillsboro you find one operated by Mrs.H.W Beard,At Millpoint Cliffside Tourists,at the Wallaces and operated by Cora Cloonan,at Marlinton we find two one by Mrs.Jack Richardson

ther operated by Mrs. S.J Rexrode, and many more throughout the county
e care of the traveling trade during the summer months. In the early days
when we had the horse drawn vehicles, and all stock were driven to market many
armers that had large houses accommodated the traveling public and one of the
topping places worothy of notice was at the farm home of the late Joseph Smith
above Millpoint, who took care of many people and their horses and was known
as the home of Love,Hospitality and prayer by the traveling public. This was
in the days of the livery stable and thehack, at Hillsboro, T.F Smith had a
hack route from Hillsboro to Seebert. At Marlinton was a livery stable with
saddle horses and buggy horses which were hired out for trips all over the
county the first was operatedb by than Inglishman by the name of Wilson his st-
able man was Tom Courtney , and from information available he was followed by
Anthony Kincaid about 1900 his drivers were his sons Jack and Rex following
incaid, came the Marlinton Feed and Livery Co. In which were the following men
Sawyers, Dillion , and our own native son the late W.A McLaughlin of Marlinton.
Z . S Smith Sr run a livery stable until the days of the automobile which was
about 1910. The late John D Gay and Walter Mann operated a feed store and liv-
ery barn for/a time. ~~And~~ Not long after the automobile was introduced in the
county the livery stable along with the horses passed out of the picture , the
car has been the means of transportation for about 30 years but the aeroplane is
gaining popularity and about 1935 ground was obtainedf from D.W Williams on the

West Virginia Pulp and Paper Company

Lumber Railroad--Pocahontas County

* "Certain portions of what was formerly the Greenbrier, Cheat and Elk Railroad was not included in the Western Maryland purchase and are now operated by the West Virginia Pulp and Paper Company. This includes a branch from Slaty Fork extending around the eastern side of Gauley Mountain and entering Randolph County near the northern prong of Big Run, and another branch from Spruce southeastward across Back Allegheney Mountain, through a mountain pass 3,940 feet above sea level, down Leatherbark Run, to Cass where it connects with the Chesapeake and Ohio Railway. According to Charles W. Luke, Manager of the Compan poerations at Cass, the branch extending from Slaty Fork to Randolph County on Gauley Mountain will be taken up after the timber has been removed from that area, but the branch connecting the Chesapeake and Ohio at Cass with the Western Maryland at Spruce will in the future be operated by the Lumber Company as a private railroad."

* From -West Va. Geological Survey-P. Price 1929